

COUNTRY Eastern Austria SECURITY INFORMATION REPORTTOPIC Airfields in Austria

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EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 28 October 1952

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Wiener Neustadt (O 43/X 34). Between 8:15 and 11:15 a.m. on 9 August 1952, 30 jet aircraft were observed at Wiener Neustadt airfield. Twenty-four of the planes were parked between the flight control station and the train stop at Hoellersdorfer Strasse and 6 were in front of the pyrotechnical plant. (1) There was very good visibility during cloudless and calm weather. Individual take-offs and landings were made.

All the planes had two-man cockpits with long cabin roofs, except for plane which had a one-man cockpit and a short roof.

At 8:30 a.m., a take-off was made by a plane the engine of which was running at maximum speed for about 20 seconds at the take-off point. Before taking-off, the number of revolutions was reduced.

2. Between 1 and 5 p.m. on 11 August, trucks were observed:

All drivers wore waist-length jackets hence no epaulets could be observed. The trucks were probably used for hauling material to the AA gun emplacements under construction. (3)

3. At 6 a.m. on 12 August, air activity was started by jet planes. The weather was fair and cloudless. Seven jet planes were parked along Radener Strasse. (1) At 4:55 p.m., a jet plane with a long cabin roof

Van-like truck

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and truck [ ] occupied by about 20 men armed with rifles and submachine guns, and [ ] also occupied by about 20 men, were observed on the road from Wiener Neustadt to Bad Fischau. All drivers and soldiers wore black-bordered blue epaulets. Jeep [ ] driver wearing black-bordered blue epaulets, was parked in front of the former Artillerie Kaserne. Trucks [ ] the latter driven by a soldier wearing black-bordered red epaulets were observed at the corner of Guensener Strasse and Katzelsdorfer Strasse. 50X1-HUM

4. Between 4 p.m. and midnight on 13 August, individual flights were made by jet planes. Three wooden sheds were located east of the row of red spotlights north of the Wiener Neustadt - Bad Fischau road. About 150 meters northeast of the sheds, there were AA gun emplacements in which two AA guns with flash hiders were observed. (3) Trucks observed [ ] 50X1-HUM

5. Deutsch Wagram (P 49/S 50). Between 9 a.m. and noon on 26 August no aircraft were observed at Strasshof airfield. The AA gun emplacements south of the runway were apparently completed. Construction work was also completed on the runway. The runway had apparently not been provided with a thicker concrete cover, because this work would have taken a much longer time. AA gun emplacements were under construction on the edge of the woods north of the runway. The construction workers who formerly were quartered in a tent camp on the western edge of the field were recently quartered in tents in the camp on the edge of the woods. Crushed stones but no cement were shipped to the AA gun emplacements under construction. (5)

6. The motor vehicle park in Deutsch Wagram was occupied to 30 percent of its capacity. Truck [ ] was observed on the wash rack. 50X1-HUM

7. No radio antennas or motor vehicles were observed near the Obersiebenbrunn (P 49/S 60) radio installation. The new buildings were completed. 50X1-HUM

8. Parndorf (P 48/X 77). Between 9 a.m. and 3 p.m. on 12 August, 32 jet aircraft, 2 single-engine planes with radial engines and 1 biplane were observed at Parndorf airfield. (6) There was no air activity. The weather was calm and sunny, and there were no clouds. About noon, two jet planes flew over the field in north-south direction at an altitude of 3,000 to 4,000 meters. The first plane had a vapor trail aft of its tail. The second plane had a wide vapor trail emerging from tail and one small vapor trail each about in line with the wing tips. A jet plane [ ] was apparently under repair. (7) The landing field was being rolled. No change was observed on the radio installations. 50X1-HUM

9. Eleven tank trucks, 6 trucks and 4 canvas-covered trailers for generators were parked near the garage for tank trucks. North of this garage, there were 16 trucks, 2 jeeps and 3 weapon carriers. Motor vehicles which entered and left the field included sedan [ ] and trucks [ ] all the drivers were black-bordered blue epaulets. 50X1-HUM  
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10. Between 10:45 a.m. and 2:30 p.m. on 21 August, 32 jet planes and 2 single-engine planes with radial engines were observed at the field. Of the jet planes, 16 were parked near the runway and 16 along the road which leads to the railroad station. (6) Twelve tank trucks, 1 water tank truck, 6 trucks with mounted searchlights, 6 trucks and 6 weapons carriers were observed near the garage for tank trucks. Motor vehicle [ ] observed included tank truck [ ] truck [ ] and van-like truck [ ] near the battery-charging station. 50X1-HUM  
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11. Air activity was exclusively conducted by single-seater jet planes with short cabin roofs. The sky was 5/10 overcast and the cloud base was at an altitude of about 2,000 meters. There was a very good visibility and a wind from the west at a speed of about 20 km/h. The take-offs were made in east-west direction. 50X1-HUM

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During the air activity, a small weather balloon was aloft. Most of the planes disappeared after the take-off. Some planes took off in elements of two, the second plane to the right rear at a distance of about two wing spans. Distance was well kept during the flight. Two other planes apparently simulated attacks on each other, the pursuing plane was often outrun by the first plane. After the landing, the planes were refueled by two tank trucks. These tank trucks arrived at the field shortly before air activity started. The aircraft were towed to the dispersal area by weapons carriers when flying was discontinued. The air intake apertures of some planes were covered with red lids when the planes were parked for refueling. After refueling two of the planes remained parked at the refueling point for about 10 minutes while repair work was being done. Subsequently, these planes were also towed to the dispersal area. The following observations were during refueling operation:

<u>Beginning of Refueling</u>	<u>End of Refueling</u>	<u>Aircraft</u>
12:28 p.m.	12:38 p.m.	4 planes
12:57 p.m.	13:06 p.m.	1 plane
12:59 p.m.	13:14 p.m.	1 plane
13:12 p.m.	13:19 p.m.	1 plane
13:14 p.m.	13:29 p.m.	1 plane
13:50 p.m.	14:00 p.m.	1 plane

At 1:12 p.m. the plane had to be refueled from the second tank truck because the first tank truck was empty. At 1:30 p.m., both tank trucks moved away for refilling. One tank truck returned at 1:48 p.m. and continued refueling aircraft. The second tank truck did not return until 2:15 p.m. The tank trucks were being filled from three containers two of which were observed there previously.

12. Between 11:30 a.m. and 3:30 p.m. on 2 September, 23 jet fighters, 2 single-engine planes with radial engines and 1 biplane were parked in one row at the southern edge of the field, 5 jet fighters of the same type without tarpaulins were at the take-off point, and 2 jet fighters were observed on the landing field. There was no flying although the weather was good. Maintenance work was being done on some jet fighters at the dispersal area. Two of these jet fighters were fitted with auxiliary fuel tanks which were attached to the underside of the wings about 50 cm from the landing gear. The auxiliary fuel tanks were spherical in front and tapered to the rear. Their ends did not project beyond the trailing edges of the wings. Two boundary layer fences were on top of each wing. (sic)
13. The three fuel containers on the southern edge of the field had holes about 30 cm in diameter, closed by a lid, in the middle. Two tapping points each were observed in front and aft of the lid-covered hole. While a tank truck was being refilled, [ ] the hose was fitted at one of these tapping points. About 12 trucks, 13 tank trucks and other motor vehicles were parked on the western edge of the field. Six trucks with mounted searchlights were parked at the side. Van-like trucks [ ] were parked near the assumed battery charging-station in the southwestern section of the field.
14. A PKV-45 DF station was observed in the northwestern section of the field. The diagonal of the square of masts was parallel to the runway. About 8 meters east of the cabin in the center of the square there was another small

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shed. A five-sectional long-wire antenna with a van-like truck was observed near the DF station.

15. [redacted] a jet plane which was going to land touched trees and then crashed. (8) The burial of the pilot took place in truck (P 49/X 77) in the presence of many Soviet troops. A large wreath was decorated with the picture of the pilot in the uniform of a major. [redacted] the take-off strip had been enlarged beyond the east border of the field as far as Leierhof-Siebenjoch in the spring of 1952. For this purpose, fields under cultivation had been leveled and rolled. (9) During frequent night flying activity six searchlights were allegedly in operation. No other lighting facilities were available. 50X1-HUM
16. Goetzendorf (P 49/X 57). Between 9 a.m. and 3 p.m. on 14 August, 36 Pe-2s, 2 A-20 G planes, 3 F-53A planes and 1 biplane were observed at Goetzendorf airfield. There was calm and sunny weather. The sky was 3/10 overcast, the cloud base being at an altitude of about 3,000 meters. About 10 a.m., a Pe-2 plane took off surrounded by large plumes of dust. The plane was airborne after a take-off strip of about 800 meters. Three tank trucks, 1 tank trailer and 4 trucks were parked at the field. Trucks [redacted] drivers wearing black-bordered blue epaulets, moved to and from the field. 50X1-HUM
17. Motor vehicles observed included truck [redacted] driver wearing black-bordered blue epaulets, in front of the komendatura; vanlike truck [redacted] near the radio installation at the exit to Mammersdorf (P 48/X 66), and 2 tank trucks, 15 trucks, 11 vanlike trucks, 3 weapons carriers and 1 jeep, all without numbers, at the motor pool. No change was observed on the antenna mast with a cone-shaped bracing. 50X1-HUM
18. At 10 a.m. on 21 August, no change of occupation was observed at the field. No jet planes were parked at the field. There was no air activity, no AA gun emplacements were observed. Tank truck [redacted] and truck [redacted] drivers wearing black-bordered blue epaulets left the motor pool. (10) 50X1-HUM
19. Zwölfaxing (P 49/X 48). Between 7:45 and 9 a.m. on 2 September 36 Pe-2s were observed at Zwölfaxing airfield. There was no air activity although the weather was favorable. Seven AA guns of about 80-mm caliber with muzzle brakes were emplaced on the southern edge of the field. About 12 tents and 8 trucks were near the emplacement. The operating personnel conducted alert practices. Eleven guns, probably light AA guns with flash hiders were observed in the barracks area north of the barracks buildings. Trucks [redacted] drivers wearing black-bordered blue epaulets, left the barracks installation. Truck [redacted] driver wearing black-bordered blue epaulets, left the field. (11) 50X1-HUM
20. Bad Voelau (O 48/X 36). On 21 August between 9:30 a.m. and 3 p.m., 17 Pe-2s, 2 biplanes and 1 Li-2 were observed at Bad Voelau airfield. There was no air activity. The sky was 10/10 overcast, the cloud base being at an altitude of about 1,500 meters. About 25 men were probably being trained on two Pe-2 planes. Two trucks and a tank truck left the field toward Voelau.
21. Sedan [redacted] driver wearing black-bordered blue epaulets and a sentry also wearing black-bordered blue epaulets were observed in front of the komendatura in Voelau. Truck [redacted] left the yard of Voelau Castle. Twenty-seven men under the command of a senior lieutenant, all wearing black-bordered blue epaulets, marched into the yard. Six women wearing black-bordered blue epaulets entered the house No 13 Pahnstrasse. Thirty-four men were doing callisthenics in the yard of the building. Trucks [redacted] and tank truck [redacted] were parked in the yard of the laundry which was guarded by sentries wearing black-bordered blue epaulets. Truck [redacted] driver wearing black-bordered blue epaulets and trailer [redacted] left the installation. No passengers or vehicular traffic was observed in Hainfern Castle. (12) 50X1-HUM

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22. Trauersdorf (P 48/X 55). Between 1:30 and 2 p.m. on 2 September, Trauersdorf airfield was not occupied. There were no indications of an intended occupation.
23. Seyring (P 49/X 40). At 3 p.m. on 26 August, Seyring airfield was not occupied, and there were no indications of an intended occupation.

24. Weikendorf (P 49/S 60).

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Bombing was practiced there at irregular intervals. Before each exercise, a biplane with the commanding officer landed at the center of the so-called airfield. Recently, it was repeatedly observed that jet planes from Deutsch Wagram (P 49/S 50) fired at an air sleeve towed by a plane. Untersiebenbrunn (P 49/S 60) was occupied by a Soviet unit of 2 officers and 40 men who blocked the area during exercises. Red banderoles observed from a distance indicated that a building in Untersiebenbrunn was occupied by Russians. Since it was impossible to approach the installation the service color worn by the soldiers could not be observed. (13)

Comments.

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- (1) Previously, an average of 45 MiG-15s were stationed at Wiener Neustadt airfield. It is not known whether the missing aircraft were absent only temporarily.

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- (3) According to a rough sketch which is not forwarded, 13 AA gun emplacements are located in the southeastern section of the landing field between the flight control station and the road to Baden. This is the first information that two emplacements are occupied by guns.

- (4) The alert planes were usually parked along the road to Baden.

- (5) It was previously believed that the two fighter regiments from Deutsch Wagram were transferred to Parndorf and Aspern because of construction work on the runway. According to the present report, however, only AA gun emplacements were improved at the field. Therefore, it is believed that the fighter regiments were temporarily transferred to other airfields in order to make the pilots and ground personnel familiar with other fields.

- (6) Only 24 MiG-15s had been transferred from Deutsch Wagram to Parndorf. The remaining aircraft probably belong to another regiment.

- (7) Aircraft is reported for the first time.

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- (8) The flying accident is probably the same as previously reported from Bruck on the Leitha River.

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- (9) This is the first information that Parndorf airfield was enlarged to the east. The surrounding terrain is level and suitable for expansion. It is believed that the extended landing field was only rolled. For sketch of Parndorf airfield, see Annex.

- (10) Goetzendorf airfield is still occupied by a bomber regiment of the Fifty-Ninth Army.

- (11) Zwölfaxing airfield is still occupied by a bomber regiment of the Fifty-Ninth Army. This airfield has been also provided with AAA protection. According to the information received, 2 medium and 2 light AA batteries are located at the field.

- (12) Bad Voerslau airfield is still occupied by the air reconnaissance regiment of the Fifty-Ninth Air Army.

- (13) The first information on the air force training field near Weikendorf was received previously. It is believed that the two fighter regiments previously stationed at Deutsch Wagram airfield practice firing at this training field. The bomber regiments which were stationed there until the end of 1951 probably also practiced bombing. It is not known whether the field is also being used by the bomber regiments in Aspern, Goetzendorf and Zwölfaxing.

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Legend:

- not to scale

